



Commercially Pure Titanium

Specifications:

AWS A5.16 Classes ERTi-1, 2, 3 and 4

Description:

Commercially Pure Titanium wires can be welded by the gas tungsten arc, plasma arc, and gas metal arc processes. They are used for welding commercial pure titanium alloys commonly found in applications requiring high temperature resistance and resistance to chemical reagents. The filler metal composition is usually matched to the grade of titanium being welded. Although there are four grades of Commercial Pure Titanium filler metals, C.P. Grade 2 (ERTi-2) is the most popular because of its good balance of strength, formability and weldability.

Applications:

The most common applications of Commercial Pure Titanium is the aircraft industry, where tensile strength and weight ratios are so critical. Other uses would include cryogenic and petrochemical applications such as chemical process heat exchangers, pressure vessels and piping systems, pulp bleaching systems, electro chemical and chemical storage tanks.

Shielding Gas:

Argon is the recommended shielding gas; however an Argon-helium mix will give greater penetration although at the expense of arc stability.

Electrodes:

The conventional thoriated tungsten types of electrodes (EWTh-1 or EWTh-2) are used for GTAW of titanium. Electrode size is governed by the smallest diameter able to carry the welding current. To improve arc initiation and control the spread of the arc, the electrode should be ground to a point. The electrode may extend one and a half times the size of the diameter beyond the end of the nozzle.

Notice: The results reported are based upon testing of the product under controlled laboratory conditions in accordance with American Welding Society Standards. Actual use of the product may produce different results due to varying conditions. An example of such conditions would be electrode size, plate chemistry, environment, weldment design, fabrication methods, welding procedure and service requirements. Thus the results are not guarantees for use in the field. The manufacturer disclaims any warranty of merchantability or fitness for any particular purpose with respect to its products.

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Welding Parameters:

	GTA Without Filler			GTA With Filler			GMA			
Gauge, in.	0.030	0.060	0.090	0.060	0.090	0.125	0.125	0.250	0.500	0.625
Electrode Dia., in.	1/16	1/16	1/16-1/32	1/16	1/16-3/32	3/32-1/8	1/16	1/16	1/16	1/16
Filler Wire Dia., in.	---	---	---	1/16	1/16	1/16	---	---	---	---
Wire Feed Rate, ipm	---	---	---	22	22	20	200-225	300-320	375-400	400-425
Voltage	10	10	12	10	12	12	20	30	40	45
Amperes	25-35	90-100	190-200	120-130	200-210	220-230	250-260	300-320	340-360	350-370
Nozzle ID, in.	3/4	3/4	3/4	3/4	3/4	3/4	3/44-1	3/44-1	3/44-1	3/4-1
Primary Shield, cfh	15A	15A	20A	15A	20A	20A	50A+15H	50A+15H	50A+15H	50A+15H
Trailing Shield, cfh	20A	30A	50A	40A	50A	50A	50A	50A	60A	60A
Back-up Shield, cfh	4H	4H	5H	5H	6H	6H	30H	50H	60H	60H
Back-up Material	<-----Cu or Steel----->			<-----Cu or Steel----->			Cu	Cu	Cu	Cu
Back-up Groove, in.	1/4 x 1/16	1/4 x 1/16	<u>3/8x1/16</u> 3/16x1/16	1/4 x 1/16	<u>3/8x1/16</u> 3/16x1/16	<u>3/8x1/16</u> 3/16x1/16	<u>3/8x1/16</u> 3/16x1/16	<u>1/2x1/8</u> 1/4x1/16	<u>5/8x1/2</u> 1/4x1/16	<u>5/8x1/2</u> 1/4x1/16
Electrode Travel, ipm	10	10	10	12	12	10	15	15	15	15
Power Supply	DCSP	DCSP	DCSP	DCSP	DCSP	DCSP	DCRP	DCRP	DCRP	DCRP

These guidelines were developed on automatic equipment with backup bar, trailing shield and hold-down shoes. Parameters for manual welding are similar under similar welding conditions. If slower welding speeds are desirable, amperage must be reduced proportionately. Generally speaking, the lowest heat input consistent with good weld properties is desirable in welding titanium. It is good practice to weld test samples to optimize parameters for a particular welding application before committing material and manpower to the job.

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Welding Technique

In addition to clean joints and weld wire, proper parameters, and proper inert gas shielding, welder technique requires attention when titanium is being welded. Improper technique can be a source of weld contamination.

Before starting an arc in welding titanium, it is good practice to pre-purge torch, trailing shield and backup shield to be sure all air is removed. Whenever possible, high frequency arc starting should be used. Scratch starting with tungsten electrodes is a source of tungsten inclusions in titanium welds. On extinguishing the arc, the use of current downslope and a contactor, controlled by a single foot pedal, is encouraged. Torch shielding should be continued until the weld metal cools below 800 degrees F. Secondary and backup shielding should also be continued. A straw or blue color on the weld is indicative of premature removal of shielding gas.

Preheating is not generally needed for titanium shop welds. However, if the presence of moisture is suspected, due to low temperature, high humidity, or wet work area, preheating may be necessary. Gas torch heating (slightly oxidizing flame) of weld surfaces to about 150 degrees F. is generally sufficient to remove moisture.

The arc length for welding titanium without filler metal should be about equal to the electrode diameter. If filler metal is added, maximum arc length should be about 1-1/2 times the electrode diameter. Filler wire should be fed into the weld zone at the junction of the weld joint and arc cone. Wire should be fed smoothly and continuously into the puddle. An intermittent dipping technique causes turbulence and may result in contamination of the hot end of the wire on removal from the shield. The contaminants are then transferred to the weld puddle on the next dip. Whenever the weld wire is removed from the inert gas shielding, the end should be clipped back about 1/2- inch to remove contaminated metal.

Interpass temperatures should be kept low enough, such that additional shielding is not required. Cleaning between passes is not necessary if the weld bead remains bright and silvery. Straw or light blue weld discoloration can be removed by wire brushing with a clean stainless steel wire brush. Contaminated weld beads, as evidenced by a dark blue, gray or white powdery color, must be completely removed by grinding. The joint must then be carefully prepared and cleaned before welding again.

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